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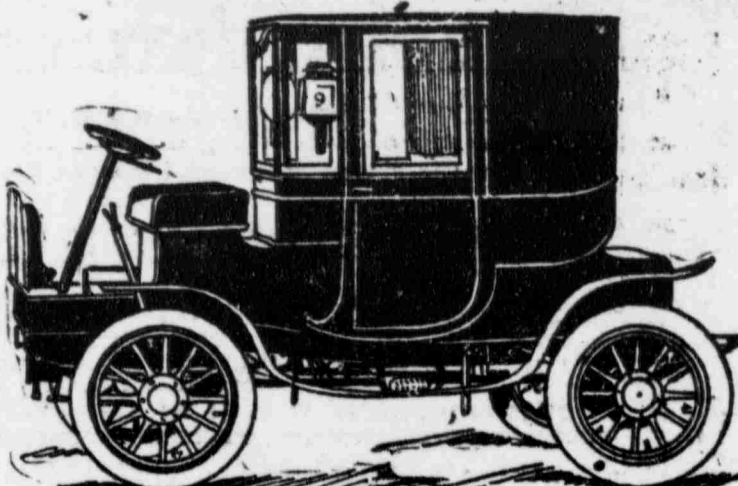
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C. B. RICE, 1790 Broadway, Corner 56th Street, New York Telephone, 2529 Columbus

AMONG THE AUTOMOBILISTS.

FUEL TEST ON SNOW COVERED ROADS TO BOSTON.

Figures of Consumption of Denatured Alcohol, Kerosene and Gasoline to Be Made Public Later—French Road Race Conditions This Year Better.

Boston, Jan. 30.—The condition of the roads between New York and Boston has given automobiles an opportunity of proving that denatured alcohol, kerosene and gasoline are competent fuels for snowblocked highways. Three cars left New York Monday morning at 8:45, and since that time, during daylight hours, have been testing the comparative value of the three fuels mentioned above. All three cars reached the headquarters of the Bay State Automobile Association at 12:30 this afternoon.

The first day's journey found the party at Hartford. The average speed up to this point was about twenty miles an hour. Snow covered the highway every mile of the distance. From New Haven up, through Hartford, Springfield and Worcester, to Boston, the snow lay deeper, and the speed lessened. Car tracks caused the strain on the drivers in some places, but on the country roads the cars slid and skidded from one rut into the other. Leaving Worcester this morning at 1:30, the party came on through Sudbury and Waltham, arriving here four and a half hours later. The time would have been much shorter had there been less trouble with the tire chains, which were snapped several times.

Official comparisons of the fuel will not be given out until a careful perusal of all the figures obtained by the observers has been made.

According to reports from Paris the Automobile Club of France is resolved that in the matter of road racing it shall remain at the head of the nations of the world. Its Grand Prix last year—the successor of the Gordon Bennett—was planned to make it the most wonderful road race ever held. This year, on a date to be fixed late in June or early in July, another Grand Prix will be held, differing from the last in that the fuel supply will be limited to 6.6 gallons per 100 kilometers, or 61 miles. With such a liberal supply of gasoline monsters of 120 and 130 horse-power can be built, capable of the highest speed. Even in France, however, only a few firms have the necessary experience and capital for building high speed flyers, and there was a danger of the performances of the select few being hampered by the big entries of the other nations. The German Emperor's race and the Tourist trophy of the Automobile Club of Great Britain and Ireland. Both of these are speed contests, the one with limited cylinder capacity, the other with a maximum fuel consumption, notwithstanding the "Tourist" title of the British event and the tourist mention in the German regulations.

It is probably this which has decided the sporting committee of the Automobile Club of France to hold Grand Prix No. 2 on the day following Grand Prix No. 1, and over the same course. The second day's race will be for machines with a gasoline supply limited to 3.3 gallons per 62.1 miles. There will be no other restrictions of any kind. Although detailed regulations have not yet been published, it is probable that the second race will be on the same lines as that of the first day, with a total distance reduced to 320 miles. There will be no controls and no neutralizations; the driver and mechanic will fill tanks, change tires and do all work; a single tire and gasoline station will be placed on the circuit; detachable rims will be allowed. With this fuel allowance the machines are likely to average between 40 and 50 horse-power and to develop a speed of forty-five to fifty miles an hour. Every manufacturer of importance builds a machine of this type; to fit for the race only entails slight modifications and little expense. A big entry is consequently expected, and in view of the success of the Tourist trophy and the German Emperor's race this expectation is likely to be fulfilled.

Although enthusiastic over the new race, French automobilists do not hesitate to criticize the French Automobile Club. They say that the 3.3 gallon limit is too small, and that the 320 mile distance is too long. They say that the 3.3 gallon limit is too small, and that the 320 mile distance is too long. They say that the 3.3 gallon limit is too small, and that the 320 mile distance is too long.

One automobile dealer in Chicago has instituted a practice for this week only which he has called "the rubber sale." He has announced that he will serve tea every afternoon to women visitors to his store, and expects to receive a number of callers, as he has received these are given by the firm he represents.

Automobile tires are bound to be expensive articles, so long as they embody a desirable quantity of good rubber—no matter where it is that rubber has become one of the most costly of raw materials. One of the most costly of raw materials, and one of the most costly of raw materials, and one of the most costly of raw materials.

Exhibition

A Few Landaulet & Limousine Cars For Immediate Use.

THE METAL CO. Broadway and 56th Street, New York

SOLE AMERICAN IMPORTERS. Licensed Importers under Selden Patent. Agencies: Harry Fosdick Co., Boston. Dalley & Barrows, Philadelphia. P. G. Miner, San Francisco.

rubber manufacturers are now paying four or five times as much for fine rubber as when they first entered the business, whereas in the same period most other commodities raw or manufactured, have declined greatly in cost. The world's requirements for rubber have grown constantly from the beginning, but never so rapidly as in late years.

Every additional automobile tire has its effect in raising the price level of raw rubber, and also the cost of all manufactures of rubber—whether for mechanical, surgical, sporting or household uses. No doubt rubber produced on plantations will in time reduce the present stringency, but not before many years have passed. Not only is the best of rubber requisite in a tire, but for a pneumatic, cotton duck is equally so, and cotton is another commodity which falls to become cheaper with the advance of time.

Then there are many substances which, for one reason or another, are compounded with rubber in manufacture, and these remain high in cost to the consumer. When there is added to this the necessity for employing skilled labor in every process of making a pneumatic tire, it may be easy to see why there are so few bargain counter sales of good tires.

United States Consul Goldschmidt of Nantes, France, is of the opinion that there should be a good market all over France for American-made automobiles, and that the big entries of the other nations of the world should be hampered by the big entries of the other nations of the world.

In any cooling system which is designed with proper allowances in the way of pump area a stoppage of the pump should not cause the entire cessation of flow through the radiator, and the radiator should be able to furnish sufficient resistance to check the flow of water, and the radiator should be able to furnish sufficient resistance to check the flow of water.

South Bend, Ind., Jan. 30.—The Thomas-Donner car arrived in South Bend at 3:15 o'clock this afternoon, after a run of twenty miles from Toledo. The car was in perfect condition, and the driver, Ernest Kelly, who will drive the car into Chicago, leaving here tomorrow morning, was in excellent condition. The flyer will be met by a number of enthusiasts at South Chicago and escorted into the windy city.

No more effective way of preventing the reprehensible use of rubber in tires can be established than that of compelling a visitor from another State to carry a license from his home State, and to have the license of other States there are automobiles which have never been licensed in the State from which their owners pretend to come.

SONDER CLASS RACE AT KIEL. GERMAN AND AMERICAN YACHTS TO MEET IN AUGUST.

Invitation Received by Cable and Accepted—Amateurs to Sail the Yachts—Cost of American Boats Limited to \$2,400—Two Sails of Sails Allowed Each Boat.

Boston, Jan. 30.—Negotiations were completed today for an international yacht race between German and American boats at Kiel next August for a cup to be offered by Kaiser Wilhelm. Last September off Marblehead there was a race between three American and three German boats of this special class.

The teams will be made up this year, as last, of three boats to a side, and the conditions for the match with few exceptions will remain the same as they were in the Boston yacht races. The only change of importance is that crews must be entirely amateur. Last season paid hands could be carried, though the boats were steered by amateurs. Counting the committee of the Eastern Yacht Club, of three members, not less than twelve American yachtsmen will have a direct part in the races.

This match was proposed last year, the conditions were agreed to in principle some weeks ago, but there has been a long delay in fixing upon dates. The German Yachtmen wanted the match sailed during Kiel week, the end of June. The Eastern Yacht Club could not assent to the proposed date, as the American boats would have to be tried out in April and May, and it was not possible to secure representative crews so early in the season.

A proposal to race in August was taken under consideration by the Imperial Yacht Club of Kiel and doubtless submitted to the Emperor. The result was a decision by cable, received yesterday, from Rear Admiral Harandon, chairman of the Imperial Yacht Club, special committee, by Henry Howard of Boston, Mass.

German yachtsmen represented by Imperial Yacht Club invite American yachtsmen represented by Eastern Yacht Club to a contest for a cup in the German-American races for 1907 at Kiel, under conditions. More advantageous to have handled with extreme care and run as slowly as possible.

The Eastern Yacht Club's special committee met today and sent the following reply to the German yachtsmen's invitation:

"Cable received. We name Sonder class conditions same as in Boston, except that the boats must be all amateurs. During the final races sailing out to be prohibited. Limit of two sails of sails per boat. Limit of cost of American boats to \$2,400, including two sails of sails. German limit of cost, same as ours. Races to sail July 18, 1907, to begin August 15.

Several members of the Eastern Yacht Club, and other American yachtsmen, are building boats immediately from plans already in hand for the trial race, which will be held about July 4 off Marblehead. It is probable that the American boats after racing at Kiel will be taken to San Sebastian, Spain, to sail in an international match for a cup offered by King Alfonso. The owners may also accept an invitation from the Royal Belgian Yacht Club to race at Ostend for a cup to be given by Prince Albert of Belgium.

FRED BECK TO HELP YALE. Former Champion Shot Fetter Will Help Coach College Candidates.

The shot putters of the Yale track team will have the advantage of being coached this season by Dr. Fred G. Beck, U.S. twice an intercollegiate champion and holder of the national record of 40 feet 6 inches. Beck will devote two days each week to the indoor work of the athletes and in this way it is hoped to get some point winners out of the bunch of candidates.

LASKER'S VIEW OF IT.

Chess Champion Analyzes His Second Game Against Marshall.

Champion Lasker yesterday made the following comments upon the second game of the championship chess match against Frank J. Marshall, played on Tuesday afternoon and evening:

"The game developed along novel lines. White certainly did not get the better of it, although the favorable position of the heavier black pieces was, to a large extent, counterbalanced by the disadvantage of the isolation of the queen's pawn and the consequent strength of the white knight at Q3. To analyze all the possibilities of the early stage is well nigh impossible at this moment.

Marshall might have captured the pawn at K6 with his bishop's pawn instead of with his queen and obtained a strong center, if that could have been successfully maintained for a little time, he would have probably won; but if it had been blocked by the white knights it would have been a source of weakness. Again he might have sacrificed his queen's pawn by taking the knight at K3, which would have resulted in a very interesting move, but he would have been obliged to sacrifice the exchange of queens, and black realizing this, while queen had little mobility refused, though it cost a pawn. White was justified in taking the pawn, though to all appearances he incurred the risk of being overplayed.

Accurate analysis, however, will show that there was an escape at least for the time being. Had black continued with 10K-4; 11K-3; 12K-4; 13K-3; 14K-4; 15K-3; 16K-4; 17K-3; 18K-4; 19K-3; 20K-4; 21K-3; 22K-4; 23K-3; 24K-4; 25K-3; 26K-4; 27K-3; 28K-4; 29K-3; 30K-4; 31K-3; 32K-4; 33K-3; 34K-4; 35K-3; 36K-4; 37K-3; 38K-4; 39K-3; 40K-4; 41K-3; 42K-4; 43K-3; 44K-4; 45K-3; 46K-4; 47K-3; 48K-4; 49K-3; 50K-4; 51K-3; 52K-4; 53K-3; 54K-4; 55K-3; 56K-4; 57K-3; 58K-4; 59K-3; 60K-4; 61K-3; 62K-4; 63K-3; 64K-4; 65K-3; 66K-4; 67K-3; 68K-4; 69K-3; 70K-4; 71K-3; 72K-4; 73K-3; 74K-4; 75K-3; 76K-4; 77K-3; 78K-4; 79K-3; 80K-4; 81K-3; 82K-4; 83K-3; 84K-4; 85K-3; 86K-4; 87K-3; 88K-4; 89K-3; 90K-4; 91K-3; 92K-4; 93K-3; 94K-4; 95K-3; 96K-4; 97K-3; 98K-4; 99K-3; 100K-4; 101K-3; 102K-4; 103K-3; 104K-4; 105K-3; 106K-4; 107K-3; 108K-4; 109K-3; 110K-4; 111K-3; 112K-4; 113K-3; 114K-4; 115K-3; 116K-4; 117K-3; 118K-4; 119K-3; 120K-4; 121K-3; 122K-4; 123K-3; 124K-4; 125K-3; 126K-4; 127K-3; 128K-4; 129K-3; 130K-4; 131K-3; 132K-4; 133K-3; 134K-4; 135K-3; 136K-4; 137K-3; 138K-4; 139K-3; 140K-4; 141K-3; 142K-4; 143K-3; 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